

REMARKS

Examiner's comments in the Office Action dated July 15, 2004 have been carefully considered by Applicants. Applicants wish to thank the Examiner for the careful consideration given to Applicants' response. Claims 1 through 19 are pending in the application. Claims 12-19 stand allowed and Claims 3-5 are objected to. Applicants respectfully request reconsideration by the Examiner.

In the Office Action, claims 1, 2, and 6-11 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over *Mendez et al.* (U.S. Pat. 5,612,671) in view of *Niekerk et al.* (U.S. Pat. 6,463,798) and further in view of *Nada* (U.S. Pat. 6,522,960). Applicants respectfully traverse.

Claim 1 requires each transmitter identification to be associated with one of the tire locations. *Mendez* teaches that the four IDs from the four tires comprise main IDs and additional messages from other transmitters comprise reserve IDs (*Mendez* col. 2, lines 1-4). *Mendez* teaches that each vehicle has four tires, each tire is equipped with a tire pressure sender, and that each sender has a unique identification code which is included in every transmission to verify the source of the signal (*Mendez* col. 2, lines 35-39, Figure 1). *Mendez* fails to teach or suggest that each transmitter identification is associated with one of the tire locations on the vehicle: that is each transmitter identification is not associated with the Front Right, the Front Left, the Rear Right, or the Rear Left location. *Mendez*, *Niekerk* and *Nada* fail to teach or suggest that each transmitter identification is associated with one of the tire locations. Accordingly, Applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as

Mendez in view of *Niekirk* and *Nada* fail to teach or suggest each and every limitation of claim 1.

Additionally, claim 1 requires entering a learn mode in response to the ignition signal and the brake condition signal. Applicants agree with Examiner that the tire pressure monitoring systems of *Mendez* and *Niekirk* fail to require entering a learn mode in response to the ignition signal and the brake condition signal. *Nada* reads, "...the brake sensor and ignition sensor are connected to the brake ECU." (col. 7, Ins. 51-53). Using the brake sensor with the brake control system is consistent with attaining control of the whole hybrid vehicle as taught by *Nada*. (col. 7, Ins. 40-54). *Nada* does not teach or suggest entering a learn mode in response to the ignition signal and the brake condition signal in a tire pressure monitoring system. Accordingly, Applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Mendez* in view of *Niekirk* in further view of *Nada* fail to teach or suggest each and every limitation of claim 1.

Further, no reason has been shown why one of skill in the art would modify or combine *Mendez et al.* in view of *Niekirk* in further view of *Nada* as the Office Action proposes. *Mendez* is directed to the management of information in a low tire pressure warning system. *Niekirk* is directed to wireless tire inflation pressure monitoring, tire location determination, and related secure data transfer. *Nada* teaches a power source system and a method of controlling a power source system. Assuming that there is motivation to combine *Mendez*, *Niekirk* and *Nada*, no reason has been shown why one of skill in the art would modify the references, let alone combine them, in order to use

the brake condition signal and the ignition signal to enhance the system of *Mendez* in order to prevent errors.

Claim 2 is also believed to be allowable since it is dependent from independent claim 1. Also, claim 2 requires counting the transitions, and entering the learn mode after a predetermined number of transitions. *Niekerk* teaches entering a learn mode (*Niekerk* Col. 4, lines 37-41). *Mendez* and *Niekerk* do not teach or suggest counting the transitions, and entering the learn mode after a predetermined number of transitions. Accordingly, Applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Mendez* in view of *Niekerk* and *Nada* fail to teach or suggest each and every limitation of claim 2.

Claims 6-9 and 11 are also believed to be allowable since they recite further limitations and are dependent from allowable independent claim 1.

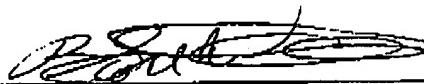
Claim 10 is believed to be allowable since it recites further limitation and depends from allowable claims 1 and 6-9. In addition, claim 10 requires associating the first identification signal with a first tire location and a second identification signal with a second tire location. *Mendez* does not teach or suggest associating the first identification signal with a first tire location and a second identification signal with a second tire location. Accordingly, Applicants respectfully request that the rejection under 35 U.S.C. §103 be withdrawn as *Mendez* in view of *Niekerk* and *Nada* fail to teach or suggest each and every limitation of claim 10.

Accordingly, in view of the foregoing, Applicants submit that claims 1-19 are allowable and in proper condition for allowance. A Notice of Allowance indicating the same is therefore earnestly solicited.

The Examiner is invited to telephone the Applicants' undersigned attorney at (248) 223-9500 if any unresolved matters remain.

Respectfully Submitted,

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